

## AMENDMENTS TO THE CLAIMS

The listing below of the claims presents in amended form claims 1 through 3 that were approved and accepted in the international phase of the corresponding PCT application. The following claims replace all prior versions and listings of claims in the present application:

### **Listing of Claims:**

Claim 1 (currently amended): An arrangement for connecting ~~the outer an outermost end (10)~~ of a telescopically extendable passenger bridge (4) to a door located on an aircraft body, wherein the door (A3-A5; A8,A9) is located on one side of the aircraft and ~~sternwards aft~~ of an aircraft wing (6), ~~wherein the , said arrangement comprising:~~ an inner part (7) of the passenger bridge is connected to a terminal building (8) via a rotunda (9), ~~wherein the ; an outer part (10) of the passenger bridge (4) carries including a cabin (5) intended for connection to the aircraft at an aircraft door , said passenger bridge (4) being made mobile with the aid of a ; drive means (8) which rests against an airport hardstanding (11) via wheels (13, 14), and wherein the passenger bridge (4) includes telescopic part (12-15), where the drive means (12) is situated having wheels for moving the bridge and positioned at the an outer end of the inner part (7) of the passenger bridge (4), characterised in that ; wherein the rotunda (9) is supported by a ground-mounted vertical pillar (25) which includes a lifting device , such as an hydraulic piston cylinder device, adapted to change the length of the pillar and therewith thereby displace the rotunda (9) in a vertical direction, in that and wherein the inner part (7) of the passenger bridge is hinged to the rotunda (9) so that~~

said inner part (7) can be swung in a vertical plane; ~~in that the arrangement includes~~ lifting means at the drive means (12) and at the rotunda for varying ~~the a~~ vertical position of the inner part (7) of the passenger bridge ~~in that and for swinging~~ the outer part (10) of the bridge ~~can be swung~~ in a vertical plane relative to the inner part (7) of said bridge; ~~in that whereby~~ subsequent to an aircraft being parked for connection to the passenger bridge (4), the drive means (12) ~~functions to move~~ moves the passenger bridge (4) from a parking position to a docking position, ~~where wherein~~ the height of the inner part (7) of the passenger bridge is adjusted and ~~where wherein~~ the drive means (12) is positioned close to ~~the a~~ leading edge of the aircraft wing (6) while the inner part (7) of said bridge is ~~telescoped~~; ~~in that telescopically extended; including~~ ~~means for pivoting~~ the outer part (10) of the bridge ~~is adapted to be then swung~~ downwards ~~under the influence of a force generating device (23) relative to the inner part, and is telescoped by drive means~~ ~~means for telescopically extending the outer part~~ to an end position ~~in at~~ which the cabin (5) ~~can be~~ is docked adjacent to a passenger door in the aircraft body.

Claim 2 (currently amended): An arrangement according to claim 1, ~~characterised in that wherein~~ the inner part (7) of the passenger bridge (4) and the outer part (10) of said bridge are ~~adapted moved to take~~ a vertical position ~~in at~~ which the passenger bridge (4) can pass freely over ~~the an upper side surface~~ of the wing (6) prior to the bridge (4) being moved ~~in over an aircraft~~ the wing (6) and also after the bridge (4) has been ~~passed in~~ moved over the wing.

Claim 3 (currently amended): An arrangement according to claim 1 or 2, ~~characterised in that wherein~~ the outer part (10) of the passenger bridge is hinged to the inner part (7) of the bridge; and ~~in that the arrangement includes~~ including force generating means (23) ~~which enables for varying~~ the vertical position of the outer part (10) of the bridge ~~to be varied~~ and which acts between ~~the~~ an outer part of the inner bridge part (7) and ~~the~~ an inner part of the outer bridge part (10).

What is claimed is: